

THE BOTTLE SHIPWRIGHT

The Journal of the North American Division- International Ships-in-Bottles Association



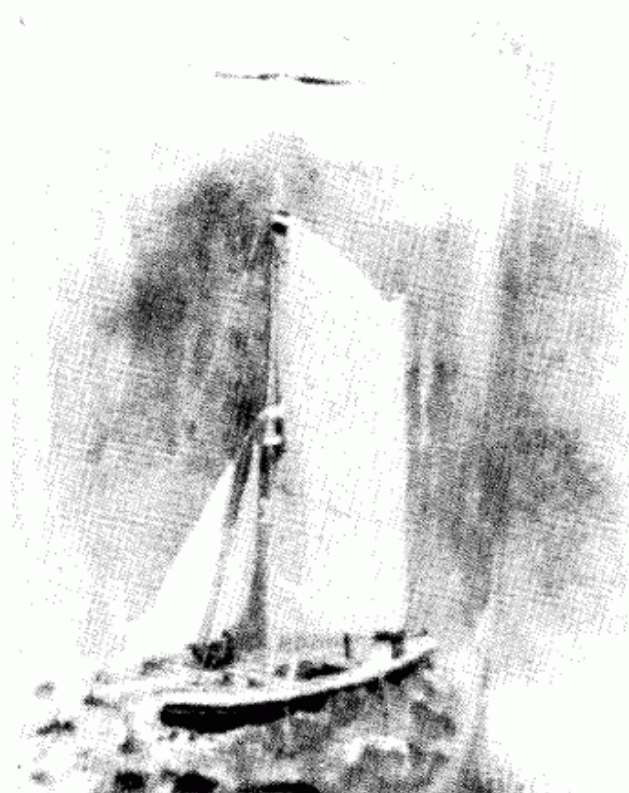
NO. 1

1983

THE BOTTLE SHIPRIGHT is the Journal of the North American Division of the International Ships-In-Bottles Association. It is published quarterly and dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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Above: A "THAMES BAWLEY" by John Burden, England. The word "hawley" is thought to be a corruption of the words "boiler boat". These vessels were used in the English shrimp fishery and carried a boiler on board so that they could cook the catch to prevent deterioration. "Kind of an early factory boat" says John.


LAUNCH 'EM!

After a good deal of correspondence back and forth between the European Division and myself it was decided that North America deserved its own newsletter. The complications of sifting through material from all over the world, editing it, laying it out in sensible order, having it reproduced in Europe and then again here, with my additional notes added, had begun to introduce longer and longer delays in mailing to the membership. Both Aubrey and myself agreed that two individually produced newsletters would greatly simplify the logistics of production and distribution and be more responsive to our respective memberships. We, of course, intend to reprint material from each others letters so that our readers will receive the best of both worlds, just as we now do with Juzo Okada's Ship Bottlers Association in Japan.

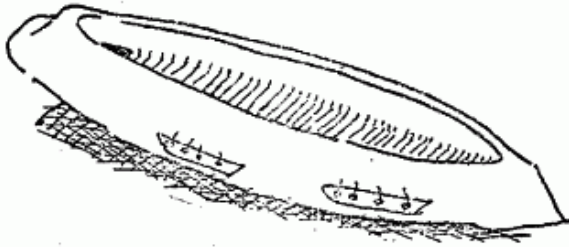
Tentatively we will be calling our new publication, THE BOTTLE SHIPWRIGHT, a name suggested by my friend, and one of our most innovative former Compass Card contributors, Harold Gile, of Pennsylvania.

As with Compass Card and the Japanese Ship Bottlers Magazine, our new publication will be dependent upon you, the members, for its content. This means that I will welcome your photographs, opinions, ideas, suggestions, and questions (since learning is a paramount objective of our organization). You don't have to be a master builder (whatever that is) to have new ideas, and from my own observation there are so many creative builders around that new solutions to old problems are always surfacing.

And so I introduce our first North American edition of THE BOTTLE SHIPWRIGHT.

DON HUBBARD, EDITOR
Coronado, California

AFTER SHAPING YOUR HULL
TURN IT UP SIDE DOWN AND
HOLLOW IT OUT...



by
JACK HINKLEY

While currently at work on a model it occurred to me to wonder if I was the only S-I-B builder who hollows out the hull of his model as a regular part of his building procedure. I have known no other way and have never had a problem with this technique. One of the greatest benefits is that you eliminate the requirement to fasten your model to the "sea" with adhesive. This is how it works.

I have always used putty, and more recently DAP White Window Sealing Compound, for my sea material.*Into the DAP I mix enough artists oil paint to arrive at the color I desire. When this sea material has been placed in the bottle, or light bulb (as I sometimes use) I make a depression in it that is the same size as my finished hull and go on to other things. When the time comes to put the model into the bottle/bulb I first fill the depression in the sea with enough white DAP to give my model a base to sink into. Now the ship is pushed into place on top and the hull pressed down into the soft white material. I tug up the rigging, snip it off and set the ship in position by moving it around in the white DAP. Because the underlying base is still soft I can position the ship to list under a brisk breeze or angle it in any other way that appeals to me. When the hull is well settled into the white DAP some of it will have pushed up around the outside giving me whitewater at the waterline. The model will be securely fastened to the sea by 1. suction, and 2. by rigging threads enmeshed in the DAP. The hollow interior of the hull will be filled with the white material which provides greater hull to sea surface contact than can be obtained with a flat hull surface.

*DAP has given me one problem which I don't quite understand and don't know how to prevent. On one or two occasions I have had the inside of my bulb become clouded with a residue which I first thought was condensation, but which, according to our Harold Gile, may come from a chemical reaction in DAP known as "gassing out". On one occasion I was able to swab this film out before I closed the bulb, but this is the reason I/now getting my sea in place as soon as possible. Does anybody have any ideas on how this clouding of the bulb can be prevented?

READ ALL ABOUT IT!

As the popularity of our art increases, it seems like hardly a month goes by without the welcome announcement of yet another book or article on the subject. Here are a few new ones which may be of interest to you:

HOW TO BUILD HISTORICAL BOTTLED SHIPS, by Bill Lucas, 1982. Bill is a member of our Association and his 103 page book is an interesting addition to the techniques of our art form. The book is well illustrated and easy to read. Copies can be obtained c/o the author, P.O. Box 3623 Green Bay, WI 54303 USA. \$9.50 plus postage.

BØRNEBES BOG OM FLASKESKIBE, by Per Christensen, 1982. Per is also one of our members, and this book is the first I've seen which teaches the art of building ships-in-bottles to children. The book is well illustrated with photos and line drawings and takes the young reader through the necessary steps to build a simple sloop, a cutter and a two masted schooner. Photos of other models by builders around the world are also included. Price is unknown, but you can obtain information directly from the author. Per Christensen, Brobjerg Parkvej 52, DK8250 Egaa, Denmark. (You might also inquire about Per's earlier book for adults, MODELSKIBE I FLASKER.)

DAS VERGNUGTE BUDELSCHEIFF, Die Besten Cartoons aus einer Hobbythek des NDR, edited by Peter Bruckner, 1981. Believe it or not, an entire book of cartoons about ships-in-bottles which have appeared in periodicals in Germany. Some really clever stuff and quite a step beyond the usual boozed up guy emptying bottles for his hobby. Matter of fact there wasn't even one like that in this 96 page book. But there is a trawler in a bottle on the shelf with his trawl dragging in a fish bowl below, and an ice breaker in a jug which has just knocked a hole in the forward end of the bottle. I'll leave the rest for you to discover. Cost is again unknown, but the publisher is Koehlers Verlagsgesellschaft MBH, Herfrod, West Germany.

CATALOG OF THE BUDELSCHEIFF MUSEUM, by Helmut Landmann. Helmut runs his museum in the small seaport town of Neuharlingersiel in West Germany near the Danish border. The museum has a marvelous collection of models and many of these are beautifully photographed and shown in the catalog with accompanying text (in German). Once again, no price was given, but you can obtain this information by writing to Landmann, c/o Buddelschiff Museum, 2943 Neuharlingersiel, West Germany.

SHIP-IN-BOTTLE SHIPSHAPE, by Don Hubbard, OCEANS MAGAZINE, Number 1, 1983, Pages 46 through 51. That was not my title, however the article did appear under the page heading entitled "Marine Art", and it does endeavor to loft our work out of the tedious category of a craft and present it as a genuine art form. They have illustrated the article with nine photos (six in color) selected from some 30 that I sent them, and in general I think they did a fine job. Copies may be obtained from OCEANS, Fort Mason, San Francisco, CA 94123 for \$4.00 - Additional info: OCEANS is the Journal of the Oceanic Society which, as the name implies, relates to all matters pertaining to the ocean. The magazine is almost identical in size and appearance to Audubon and a very high quality publication. Annual membership dues are \$13.00 which brings you six copies of the magazine.

Report from Japan

by

JUZO OKADA, PRESIDENT
The Japan Ships-In-Bottles Association

Five years have passed since the establishment of the Japan Ships-In-Bottles Association. We began with just 17 members, and now number about 240.

I would like to tell you about some of the recent activities of our Association.

Summer is the brightest and busiest month for our builders. This year we held an exhibition of our new works at the Kobe Maritime Museum where they remained on display for two weeks beginning on July 18th. 136 works by 74 builders were on display and we received wide coverage in seven newspapers and the show was televised by two TV networks. The excellent media coverage brought large crowds to the show.

A second exhibition was held at the Sony Building in Osaka. This exhibit ran for one week beginning September 13 and included 166 works by 88 builders. Again, the media coverage was excellent and brought us some 15,000 visitors.

Our final exhibit was held at the Daimaru Department Store in Tokyo for the week beginning September 23rd. By this time our exhibit had grown to 205 models by 108 participants.

There were significant reasons for holding our exhibits in the selected cities. Kobe is historically the oldest port in Japan. Osaka is the second largest city, and Tokyo is both the largest city and the national capital.

According to the regulations of our organization each exhibitor is required to pay a fee of \$40.00. This money is used to cover the expenses of show(s), including decoration of the hall, advertising, handling and the like. Any excess money is set aside to host a friendship party once a year. Both the exhibits and the party help us to get to know one another and to exchange technical points concerning our hobby. Most of the time at least 85% of our membership gets to participate in one or more of the three shows.

Following the exhibition in Tokyo we hosted a beer party for about 50 of our members who were on hand. At the party the point was brought up that there should be some way of creating a permanent record of our models so that they could be recognized after the builder passed away. It was this informal conversation which led to the decision to produce a high quality book of models for the 1983 Japanese International Exposition. The conversation also led us to the decision to try and locate as many bottled ships made by early Japanese builders using traditional methods that had evolved in Japan. These works will be displayed in a special place in the Exposition Hall where they will tell the history of ship-in-bottle building in Japan.

In addition to the old traditional ships-in-bottles, we plan to have two other sections on display. One of these will contain models built by our Association members. Our members have been asked to submit a few of their best works to the show and these will be displayed together. The final section will consist of bottled ships sent to us by our friends overseas. We are sincere in our desire to display as many overseas models as possible while at the same time we realize that Japan is far from the Western countries. For this reason we have planned to pay the expense of shipment back to the owners and we have been fortunate enough to find an offer of financial assistance from the large DAINIHARU Department Store chain. It is our hope that this incentive plus the opportunity to have your ship models permanently recorded in a bound book will create a desire in each of you to send one or more of your works to our coming show.

PLEASE PLAN TO JOIN US!

JUZO OKADA

岡田 重三

A SIMPLE RATING SCALE TO ESTABLISH THE VALUE
OF MODEL BOTTLED SHIPS FOR COLLECTORS

by

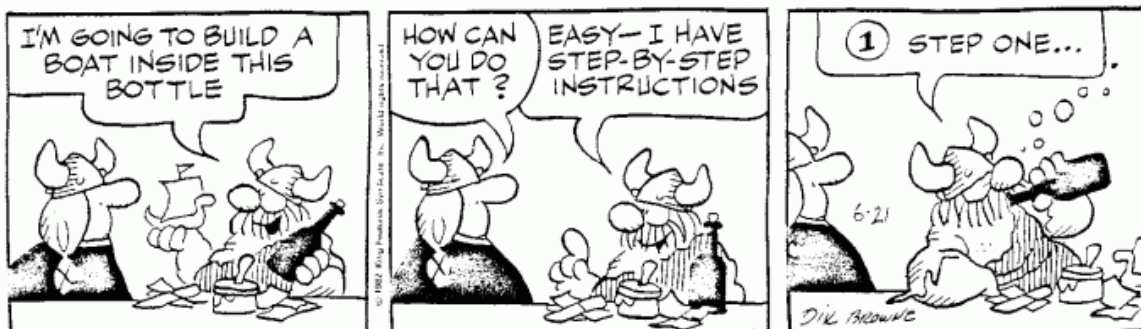
Dr. G. Burton Appleford, M.D.

I thought the membership would be interested in a very simple value rating scale which I have evolved for purchasing ships-in-bottles. It works for me, and perhaps others can put it to use.

1. I will pay \$25.00 for any model unless it is an absolute dog.
2. Then I rate them on a scale of 1 to 10 on each of the following items and adjust my price accordingly:

- | | |
|-----------------------------------|--------------------------|
| a. Age. | g. Rigging and fittings. |
| b. Size and shape of bottle. | h. Sails. |
| c. Clarity of the bottle. | i. Flags. |
| d. Corking with knot and sealing. | j. Sea. |
| e. Background. | k. Stand. |
| f. Hull | l. General workmanship. |

The system is somewhat crude but I think it works and it gets at most things relative to the model.



Reprinted by Special Permission of King Features Syndicate

Many thanks to member Frank Skurka for doing the spade work necessary to reprint the above comic strip. Even with our small organization and newsletter we must still receive permission before reprinting material that has appeared in other publication. Frank sent a short letter to King Features Syndicate explaining who we were and why we would like to reprint the strip and was granted permission without any problems.

LOANS TO MUSEUMS

Ships-in-bottles are a natural for maritime museum displays and as our hobby receives more and more recognition demand for models will increase. Direct donations to museums are, of course, always welcome, but there are times when continued ownership of the model is important to the donor. Museums recognize this and as a result many of them will arrange for a one or five year renewable loan. The museum can then display the work and the donor has a contract which permits him to retrieve the model at the end of the specified time, if desired. Understandably, the museum much prefers the five year contract. Possession for the longer period reduces the paperwork burden, and the museum is better able to display the model as part of a longer term plan. Having said this, I would like to let you know of at least three museums which are actively seeking work for display:

The San Diego Maritime Museum Association, 1306 N. Harbor Drive,
San Diego, CA 92101, Dave Brierly, Curator.

The Hamburg Ship-In-Bottle Museum, Lokstedter Weg 68, D-2000
Hamburg 20, (Eppendorf), West Germany, Jochen Binikowski, Curator.

Nautical Heritage Museum at Dana Point, 24532 Del Prado, Dana Point
CA 92629 USA, Steve G. Christman, Director

I think it is fair to note that donations of other peoples work permits the donor to write off the donation on his/her U.S. income tax as a charitable donation. DONATION OF YOUR OWN WORK ONLY PERMITS YOU TO WRITE OFF THE COST OF MATERIALS. Check with your tax man on this if you have any questions.

Et ikke helt almindeligt flaskeskib



Hvad giver man jublarer, der har råd til alt selv? Direktør Jørgen Nørmark, Weber & Sørensen i Århus, var ikke i tvivl. Bureauet har netop løst en større opgave for LEGO, og opgaven i anledningen af Billund-firmaets 50 års jubilæum har derfor både noget med klodser og noget med bureauet at gøre.

En af medarbejderne har et særligt talent. Han er specialist i flaskeskibe og har skrevet bøger om dem. Per Christensen fik til opgave at samle et af LEGO's egne skibe i en flaske, og vittige tungen hævder, at det foregik ved, at alle klodserne blev puttet i flasken, som en behændig hånd derefter ryttede, indtil de faldt på plads.

Virkeligheden er en anden. Per Christensen har brugt flere dage, megen tålmodighed og en sikker hånd, før opgaven var løst.

I don't know how many of you are familiar with LEGO toys, but they are clever snap together things made of plastic in Denmark. Per Christensen's firm has an account with them, so Per made one of their kits, a tug, in a bottle. The kit parts were larger than the mouth of the bottle, so Per cut them down and reassembled them inside. The completed bottle was given to the LEGO Company as a 50 year Jubilee gift. The above article appeared in a local newspaper and is reprinted courtesy of Brother Christensen (shown above).

FROM THE MEMBERS

RANDY MARTINDALE entered a sunken ship-in-a-bottle in the First International Exposition, and in a recent letter he explained some of his procedures. For the liquid he chose veterinary grade mineral oil. He selected this because, 1) it won't allow algae to grow in the bottle. 2) it will not go rancid. 3) it is a very inert and unreactive substance which he hopes will not work against the paint or glue used on the model. 4) it is non-toxic in case the kids get hold of it. He used sand for the sea bottom mixed with fiberglass resin to bind, HOWEVER this would not remain glued to the glass when he put the oil in, so he used "Hot Stuff" which is a cyanoacrylate adhesive, to glue the mix to the bottle. He also coated the cork well with resin just as he put it in the bottle. The overall result was very effective and an interesting twist to our art.

STU RANG has been using "Hot Stuff" recently and his comments on the material bear repeating: "This is a real handy adhesive that is almost a necessity in the construction of radio control airplanes - another interesting pastime. I've always found that building anything layered inside a bottle left you with shabby and sloppy looking seams because no matter how well they were fitted the glue itself prevented a real tight fit. This "Hot Stuff" though soaks right into the pores of the wood and it takes a good deal of dedicated close scrutiny to find the seams with its use. Since it does work on the pores a very close fit is needed and it is best used on unpainted surfaces. . . I like Hot Stuff although I'm sure any such cyanoacrylate adhesive would work" He notes that care must be taken in its use to keep it off the bottle because it leave a very noticeable stain on the glass that is difficult to remove.

FRED BIRKHOFFER of Daly City, California writes to ask if anyone knows where he might obtain plans for the ship, FALLS OF CLYDE, which is in Hawaii. He has written to the curator of the Bishop Museum with no success. He has also contacted the San Francisco Maritime Museum. They do not have plans for the ship, but mentioned to him that she is up for sale due to economic conditions. Anyone who might be able to help Fred can contact him at his home: 91 Parnell Avenue, Daly City, CA 94015.

FRED has also been on the trail of an out of print book entitled SHIP BUILDING IN MINIATURE. Here he has had a bit more success, and the book is being reprinted by ARCO PUBLISHING, INC. in New York sometime in the early part of this year. ARCO is not taking advance orders, but rumor is that the book will retail for \$16.95 plus \$1.00 for postage and handling. We will let all of you know when the book can be obtained.

MICHAEL ADAMS is trying to track down any information on something called "SAILOR'S WHIMSEYS" which, he tells me, are carvings inside bottles. He is interested in their history, construction or restoration. This was a new one to me, but I did point him to an article which appeared about a year ago in a magazine called Art In America which had an article by B.H. FRIEDMAN dealing with bottles with lumbering scenes and religious symbols inside. If you have any information that might be helpful to Michael please send it to him at: 18 Otis Street, Watertown, MA 02172. I would also be interested.

MAX TRUCHI, the founder and President of our International Association sent a welcome letter from his home in Marseille, France. As many of you know he has started his own business selling ship models and other nautical items, and because of this he has had to curtail the enormous amount of correspondence that the Presidency entails. He wants to let us all know, however, that he is still with us in spirit and sends his best wishes to all for a happy and prosperous 1983. And the same to you, Max!

JACK HINKLEY of Pennsylvania, one of our earlier members and a frequent contributor to Compass Card, has finally retired from his long time job with Northwest Orient Airlines and is turning his considerable talents to building his very detailed models. Jack's USS CONSTITUTION, which was the center piece in our International Exposition, was built out of a piece of the original ship, and when she was finally nestled in her berth inside a 1500 watt light bulb Jacks had some 63 individual lines trailing out the mouth which controlled all of the rigging. Even with identification tags it took him two weeks to tug everything into place so he could seal the bulb. Jack was kind enough to call me last night, January 29th, to inquire whether my home in Coronado had disappeared beneath the sea along with half the California coast. TV played up our recent violent storms which produced surf unlike any I had ever seen. Happily I survived to talk to Jack peck away at this publication. Anyway, Jack, good luck in your new pursuits.

HANS EULER writes from East Germany that Winter has come and the long nights will give him time for some industrious building with his first project being TAHITI-NU II in a 1000 watt bulb. That should help him conjure up visions of warmer climes while waiting for Spring to appear.

Welcome Aboard

The North American Division continues to grow, and I would like to welcome the following new members to our organization.

Mr. Michael Q. Adams, 18 Otis St., Watertown, MA 02172
Mr. Jim Beckman, 3526 Hiawatha Dr., Muskegon, MI 49441
Mr. Sam Calhoun, 6421 Colinita, Rancho Palos Verdes, CA 90274
Mr. Stephen E. Cavanaugh, 17411 Bernardo Center Dr., San Diego, CA 92128
Mr. Per Christensen, Brobjerg Parkvej 52, DK 8250, Egaa, Denmark
USS Constitution Model Shipwright Guild of N.E., P.O. Box 247, Lynn, MA 01907
Mr. Donald L. DeZan, 7233 Maley St., San Diego, CA 92111
Mr. Hans Euler, 3510 Tangerhutte, Leninstrasse 33, German Democratic Republic
Mr. Hans Fahnlein, Berliner Strasse 2, D 8532 Bad Windsheim, West Germany
Mr. Anthony Lovett, 3629 Moultrie Ave., San Diego, CA 92117
Mr. Bill Lucas, 207 N. Oneida St., Green Bay, WI 54303
Mr. Werner H. Mettler, c/o Laguna Isle Corp., 2541 Laguna Isle,
Fort Lauderdale, FL 33316
Dr. Richard Partos, 45 Hemlock Drive, Lunenburg, MA 01462
Mr. Maurice Pizer, 17821 Boswell Blvd., Sun City, AZ 85373
Major George Prosnik, HQ EUCOM, P.O. Box 543, APO NY 09128
Mr. Charles C. Rahn, 1515 Union St., Barbertown, OH 44203
Mr. Don Scott, 16625 S. Archer Dr., Oregon City, OR 97045
Mr. Charles B. Thompson, 770 NW 114, Portland, OR 97229
Mr. Richard Vanderpoel, 1 Musket Trail, Bloomfield, CT 06002

CHANGE OF ADDRESS

Dr. G. Burton Appleford, MD, P.O. Box 28008, San Diego, CA 92128
Dr. Edward G. Josberger, 2276 62nd Ave., NW, Gig Harbor, WA 98335



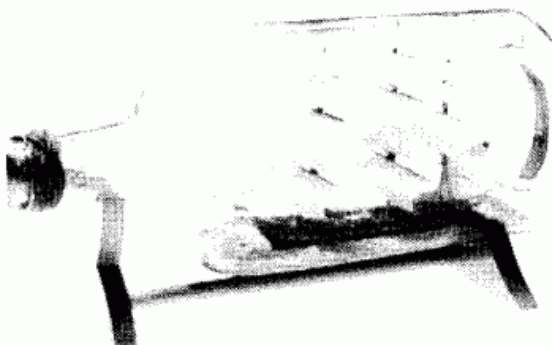
The Photos

1. USS CONSTITUTION by Gilbert Charbonneau of West Southport, Maine. Gil's large models are usually housed in antique bottles which he searches for throughout Maine. Because of the size of his models Gill includes a lot of unusually fine detail on his ships.
2. The JAMES W. FISHER, a diorama, with an English dock scene in the background, by John Burden of Pewsey, Wiltshire, England. This is a delightful model to examine with a number of small surprises such as old salts talking on the dock, a seagull taking off from the water, piles of authentic looking cargo and a painted background.
3. A view of the first Japanese exhibition in Kobe, Japan, 18 to 30 July, 1982.
4. Per Christensen's stylized MAN IN A BOTTLE BUILDING A SHIP-IN-A-BOTTLE.
5. The cover of Per's new book on ship-in-bottle building for children.
6. Two individual sloops modeled by Vincent Lizzo of Chicago, Illinois.
7. Vincent often purposely uses common bottles for his models and frequently sends photos of his work to the product manufacturer. A case of coke here or a gift certificate there are the occasional rewards.
8. From Hans Euler of Tangerhütte, German Democratic Republic, we received this photo of a model of a German Navy Patrol craft. Hans has his own Buddelschiff Museum in Tangerhütte
9. Bill Lucas, author of HOW TO BUILD HISTORICAL BOTTLES SHIPS, stands in front of his impressive array of bottled models.
10. FANCY WINE, by Miss Kiyoko Nishimura of Osaka, Japan is a bit of ship-in-bottle whimsy which we were priveleged to display at or San Diego Exposition. The little folks you see standing around are all hand crafted and some of them have small X's for eyes testifying to the quality of the beverage. The "wine" is tinted resin, in case you hadn't guessed.

AND SO FOLKS, SO MUCH UNTIL THE NEXT EDITION. AND PLEASE REMEMBER,
IN ORDER FOR ME TO SHOW 'EM, YOU GOTTA SEND 'EM!

Don H.





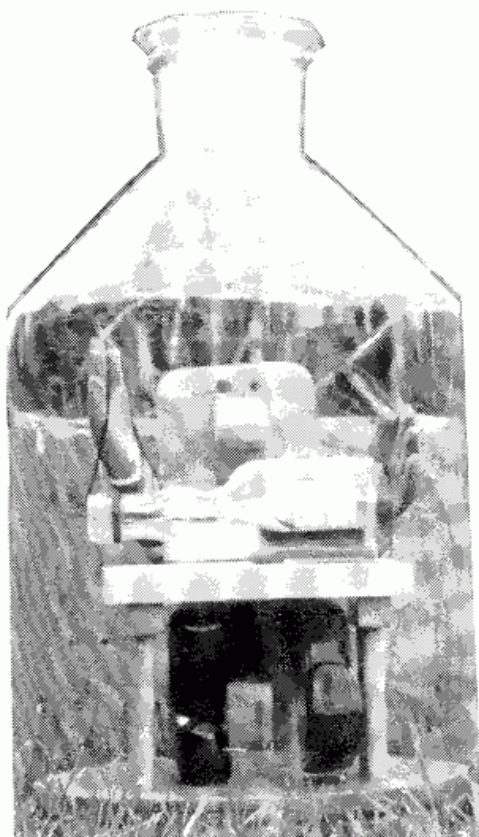
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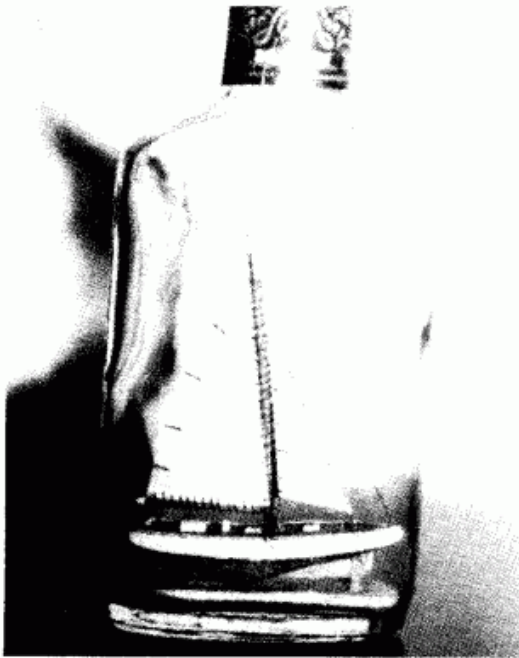
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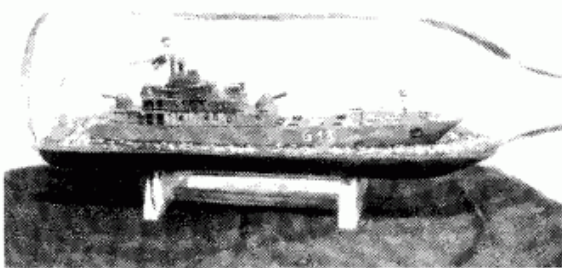
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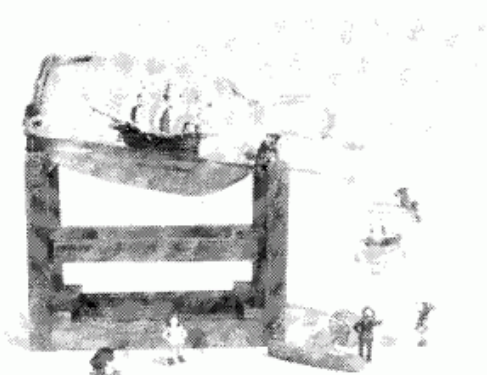
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